



## State Revolving Fund Loan Programs Drinking Water, Wastewater, Nonpoint Source

### PRELIMINARY DECISION OF CATEGORICAL EXCLUSION

TO ALL INTERESTED CITIZENS, ORGANIZATIONS AND GOVERNMENT AGENCIES:

**TIPTON MUNICIPAL UTILITIES**  
**Overflow Reduction at CSO 006**  
**SRF # WW 12 80 06 02**

**Date: October 24, 2012**

Pursuant to IC 4-4-11, the State Revolving Fund (SRF) Loan Program has determined that the project described here and in the Utilities Preliminary Engineering Report Addendum #1 received by the SRF on September 19, 2012 will have no substantial negative environmental impact. Therefore, the SRF is issuing a preliminary decision of Categorical Exclusion from the requirements of substantive environmental review.

*How were environmental issues considered?*

The National Environmental Policy Act requires agencies disbursing Federal funds to include environmental factors in the decision making process. A summary of the project is attached for your review. The SRF's preliminary review has found that the proposed project does not require the preparation of either an Environmental Assessment or an Environmental Impact Statement.

*Why is additional environmental review not required?*

Our environmental review has concluded that significant environmental impacts will not result from the proposed action.

*How do I submit comments?*

Comments can be submitted to:

Max Henschen, Senior Environmental Manager  
SRF Programs  
317-232-8623; mhensche at ifa.in.gov

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## CATEGORICAL EXCLUSION

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### I. PROJECT IDENTIFICATION

Project Name and Address:                      **Overflow Reduction at CSO 006**  
   **PER Addendum #1**  
   Tipton Municipal Utilities  
   113 Court Street  
   P.O. Box 288  
   Tipton, IN 46072-0288

SRF Project Number:                              WW 12 80 06 02

Authorized Representative:                      David Reep, Utility Manager

### II. PROJECT LOCATION

Tipton is located in Tipton County, approximately 30 miles north of Indianapolis. The project area consists of parts of Main Street, Harrison Street and Cleveland Street. The project area is in Cicero Township in the Tipton USGS quadrangle, T21N, R4E, section 2. See Figure 1.

### III. PROJECT NEED AND PURPOSE

Tipton Municipal Utilities' Long Term Control Plan (LTCP), approved by the Indiana Department of Environmental Management (IDEM) on July 9, 2010, provides a plan to control discharges from the city's combined sewer system. Tipton entered into an Agreed Order with the IDEM to implement the recommendations of the LTCP.

The LTCP addresses all eight of the city's combined sewer overflows (CSOs). CSOs 007 and 008 discharge into Buck Creek, while the remaining six CSOs discharge into Cicero Creek. The purpose of this project is to reduce the discharges of untreated sewage to Cicero Creek from CSO 006.

The combined sewers on Main St. and on Cleveland St. connect with storm sewers on Harrison St. and in the alley between Oak St. and Mill St. at cross connection points C-C 2 and C-C 4, respectively, as shown on Figure 2. However, unlike the typical storm/combined sewer relationship, these storm sewers were not designed to discharge into the combined sewers on Main and Cleveland streets.

Instead, the storm sewers receive flow from the combined sewer, effectively turning them into combined sewers downstream from that point: when the flows in the combined sewers on Main and Cleveland streets reach a certain level, they overflow at the cross connections into the storm sewers which ultimately discharge into Cicero Creek; the discharge point is designated as CSO 006

in the city's National Pollutant Discharge Elimination System permit as a result of the combined sewer/storm sewer cross-connections. The addition of the combined flow to the storm sewers increases the frequency and volume of discharges from CSO 006. Cross connections C-C 6 and C-C 8 also contribute to CSO 006 discharges, but are not addressed in this project.

The "No Action" alternative was rejected, since overflows at CSO 006 would not be reduced if the project is not implemented. The city has agreed to eliminate as many cross connections and reduce the frequency that they discharge as much as possible.

The selected alternative proposes (1) installing new storm sewers to convey storm water from inlets on Main Street to the storm sewer on Harrison Street and (2) extending the storm sewer on Cleveland Street west to the inlets between Oak and Mill Streets. The new storm sewers will remove approximately three acres from the combined sewer system drainage basin. The removed flow will decrease the volume of wastewater sent to the wastewater treatment plant, as well as reducing the overflow volume at CSO 006. Assuming an annual precipitation total of 38 inches and 50 percent runoff, the annual flow removed from the combined system will be approximately 200,000 gallons.

This proposed project includes installing: approximately 595 feet of 12-inch reinforced concrete pipe (RCP) storm sewers, approximately 190 feet of 24-inch RCP storm sewer, approximately ten inlets, approximately 10 manholes, and removing approximately ten existing catch basins.

#### **IV. ESTIMATED PROJECT COST AND FUNDING**

The estimated cost for the proposed sewer separation project is \$134,800. The Utilities closed a 20-year loan for \$1,986,000 with the SRF on April 25, 2012, and has sufficient funds remaining to pay for the project.

#### **V. ENVIRONMENTAL IMPACTS OF THE FEASIBLE ALTERNATIVES**

The proposed sewer separation project will be constructed within city rights-of-way or easements. The project will not affect wetlands, wooded areas, surface waters, the 100-year flood plain or prime farmland.

Curbs and streets will be affected, but not sidewalks or sidewalk vegetation. If any visual or audible impacts to historic properties occur, they will be temporary and will not alter the characteristics that qualify such properties for inclusion in or eligibility for the National Register of Historic Places. The SRF's finding pursuant to the Section 106 of the National Historic Preservation Act is: "no historic properties affected" (see Figure 3).

#### **VI. PUBLIC PARTICIPATION**

A legal notice was placed in the Tipton Tribune on September 27, 2012, describing the proposed sewer separation project on North Main Street and Cleveland Street.





**FIGURE 1**

**ADDITIONAL STORM SEWER  
SELECTED LAYOUT**  
SRF ADDENDUM NO. 1  
  
TIPTON MUNICIPAL UTILITIES  
TIPTON COUNTY, INDIANA

ADDED PER SRF  
ADDENDUM NO. 1  
SEPTEMBER 6, 2012



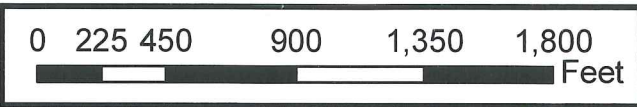
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User: markr

Date: 10/2/2012

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### Legend

★ CSO

Combined Sewer

— Pipe Diameter (inches)

Storm Sewer

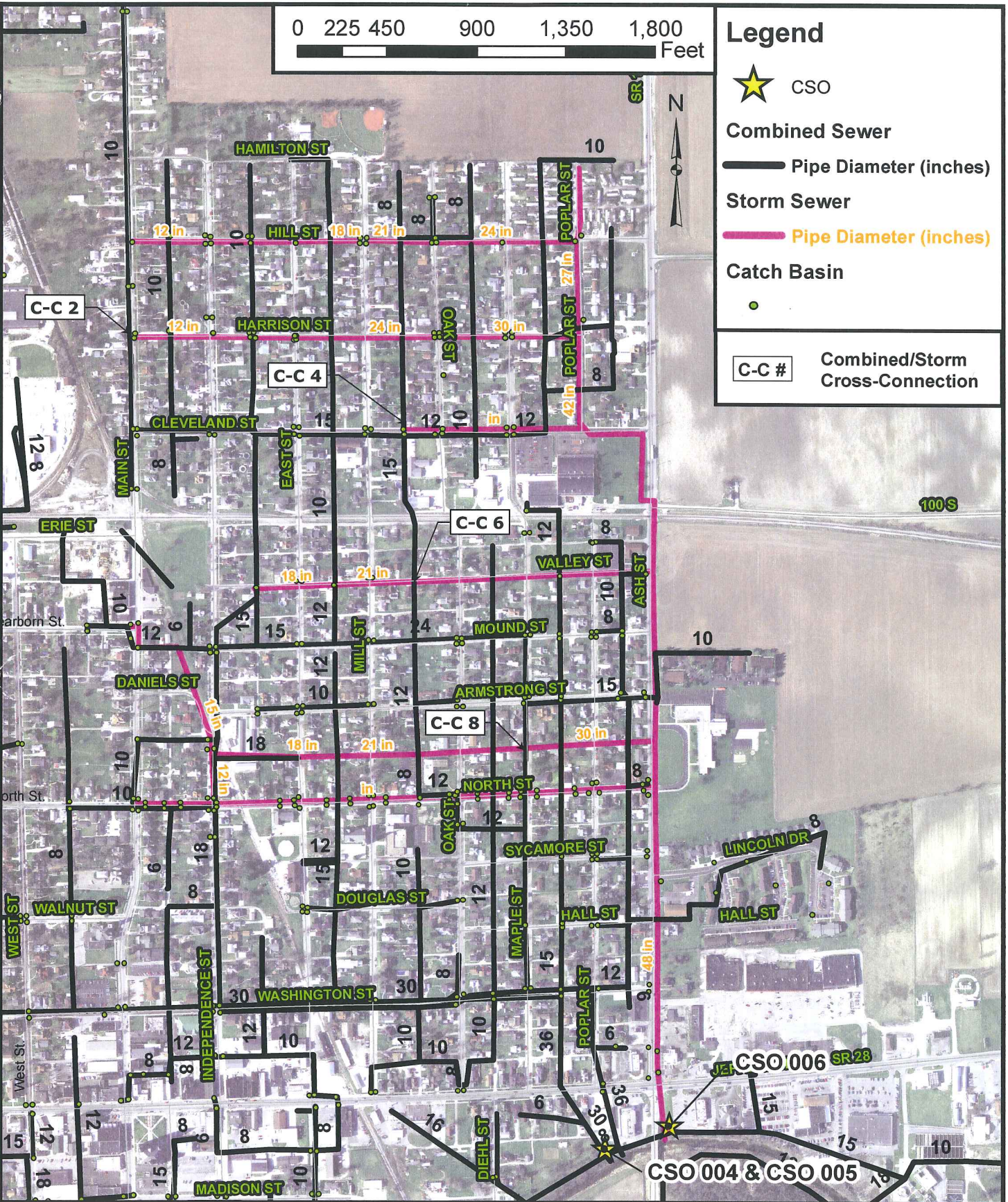
— Pipe Diameter (inches)

Catch Basin



C-C #

Combined/Storm Cross-Connection



## STORM AND COMBINED SEWER LOCATIONS

TRIBUTARY TO CSO 006

SRF ADDENDUM NO. 1

TIPTON MUNICIPAL UTILITIES

TIPTON COUNTY, INDIANA

REVISED PER SRF  
COMMENTS  
OCTOBER 2, 2012

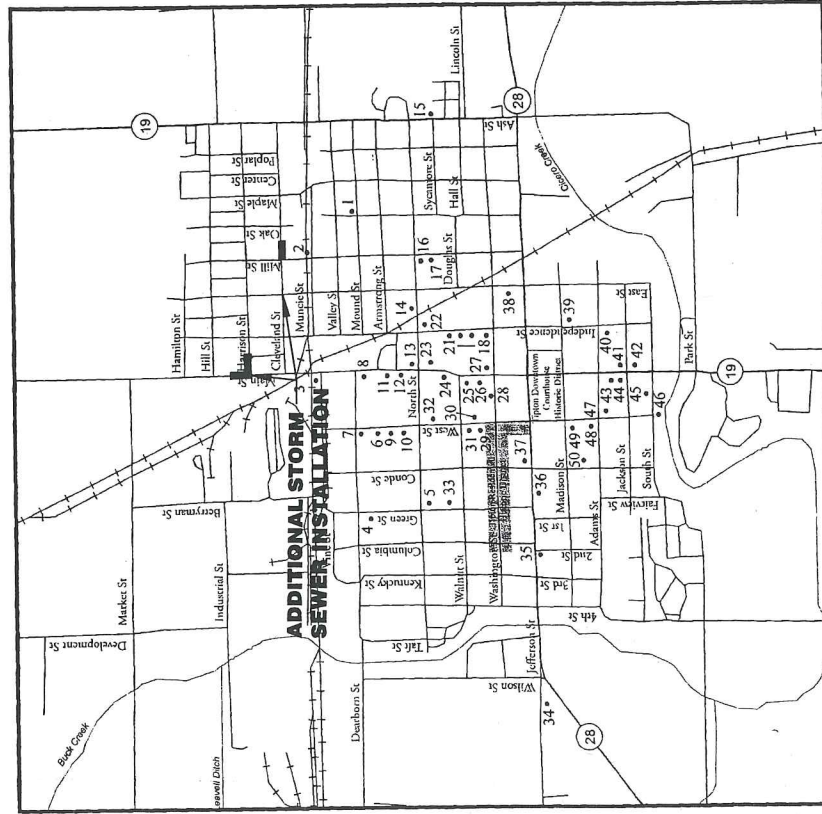


FIGURE 2

received 10/3/12



## Tipton Scattered Sites (23001-050)



Samuel King, one of the first settlers to purchase land in Tipton County, offered the county government one hundred acres for the county seat. Tipton's original 1844 plat contained twenty blocks and 162 lots, and the town was originally known as Canton. Upon discovery of another Indiana town named Canton, the town name quickly changed to Tipton, after the new county and General John Tipton, who served in the War of 1812 and later as an Indian agent. Tipton developed slowly in its first years, hampered by a lack of accessible roads and a cholera epidemic in 1854. Eventually, the town was incorporated in 1872, but then incorporated as a city in 1884.

The first boost in Tipton's economy occurred after the completion of the Peru and Indianapolis Railroad in 1854, which connected the town to Indianapolis and the Wabash and Erie Canal. Another rail line arrived in the 1870s, operated by the Lake Erie & Western Railroad. The former Lake Erie & Western Railroad station (23003) still stands where the railroad tracks and Main Street intersect in north Tipton.

The downtown district in Tipton bustled, anchored by the county courthouse. As a result, Tipton became home to a variety of small shops, grocers, banks, hotels, taverns, and mercantile establishments. In addition, the town boasted canning factories, a preserve factory, buggy factories, and a large broom factory. The late 1800s also brought a series of modern updates to the town. In 1888 the town gained natural gas lighting, and in 1890 the streets were first paved with bricks, and the electric and water company arrived in 1898. The Lake Erie & Western Railroad also employed many residents at its local company shops, roundhouse, and turntable. These facilities served the line as a division terminal until 1933; the roundhouse was demolished at the end of WWII.

With a strong commercial district and ample manufacturing opportunities, Tipton grew and vast neighborhoods were built. Tipton contains a wide variety of residential resources. The earliest neighborhoods are of

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NO SCALE

### LEGEND

PROPOSED STORM SEWER

FIGURE 3: from Tipton County Interim Report  
Historic Sites and Structures Inventory

TIPTON MUNICIPAL UTILITIES  
TIPTON COUNTY, INDIANA

ADDED PER SRF  
ADDENDUM NO. 1  
SEPTEMBER 6, 2012

